

(b) whether there is a demand from various quarters to ban this export; and

(c) if so, the reaction of development thereto?

The Minister of Commerce (Shri Manubhai Shah): (a) to (c). Export of edible vegetable oil has been banned with effect from the 11th July, 1964.

Late Arrival of Trains in the Capital

388. { Shri Solanki:
Shri Narasimha Reddy:

Will the Minister of Railways be pleased to state:

(a) whether Government's attention has been invited to a news-item in the Statesman dated 18th March 1964 (page 1) regarding persistent late arrival of trains in the capital's two main stations;

(b) if so, the reaction of Government thereto; and

(c) the causes of these delays?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a). Yes, to a news-item which appeared in the "Statesman" dated 18-7-1964 and not 18-3-1964.

(b) and (c). Causes of late running of passenger carrying trains have been varied, some within and some beyond the control of the Railways. During the period April to August, 1964, the following factors militated against the better punctuality performance of passenger carrying trains:—

- (i) Summer time conditions, such as, heavy rush of passenger traffic on important trunk and main line routes and consequent detention to trains at the intermediate stations for accommodating passengers, increased incidence of alarm chain pulling, augmentation of loads of trains to clear extra rush and

water shortage or inadequacy of flow causing detention to trains for watering engines.

(ii) Heavy rains resulting in breaches and floods causing dislocation of traffic and necessitating imposition of severe speed restrictions.

(iii) Other operational factors, such as, signal and point failures, hot axles, engine failures, time lost on run on locomotive account etc.

2. Punctual running of passenger carrying trains always receives continuous and full attention both of the Railway Administrations and the Railway Board. Railways have already been asked to take special steps to improve the performance of passenger carrying trains and there is an improvement in the performance of trains during August, 1964. The performance in August, 1964 would have been still better, but for breaches and floods which affected performance on some Railways.

Outlay for the Fourth Plan

389. { Shri Solanki:
Shri Narasimha Reddy:
Dr. L. M. Singhvi:

Will the Minister of Railways be pleased to state the details of the total outlay proposed for the Railways for the Fourth Plan?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): Details of the Railways' Fourth Five Year Plan are still being worked out. The total outlay can be decided only after the overall Plan for the country is formulated.

Bokaro Steel Plant

390. Shri P. R. Chakravarti: Will the Minister of Steel and Mines be pleased to state:

(a) the amount of land released by the Bihar Government in favour

of the Bokaro Steel Limited for construction of the Plant and what further acquisition has yet to be made;

(b) whether a separate Corporation is proposed to be set up for erection of the Plant;

(c) The headquarters of the Company will be located; and

(d) when the project is expected to go into production.

The Minister of Steel and Mines (Shri N. Sanjiva Reddy): (a) About 7,500 acres of land has been transferred by the Bihar Government to the Bokaro Steel Limited till the end of July, 1964. The remaining 29,300 acres (approx.) are yet to be acquired.

(b) A separate Company named Hindustan Steel works Construction Limited has been recently set up to undertake part of the construction of the Plant.

(c) The headquarters of the Company is at present located in Calcutta.

(d) The construction schedule will be settled soon in consultation with the Soviet Authorities. It is hoped that the plant will be in production by the end of 1968-69.

Overbridge in Bihar

391. Shri P. B. Chakraverti: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1022 on the 10th March, 1964 and state:

(a) at what stage the proposal for the construction of a road overbridge facing the entrance to the Dhanbad Town in Bihar now stands; and

(b) how far and in what manner the State Government have agreed to assist in the execution of this project?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). The State Govern-

ment's acceptance to the detailed plan for the bridge sent to them on 5-2-1964 has not yet been received. The Railway has also sent the estimate for the work to the State Government on 10-7-64 but the latter's acceptance to the same has not yet been received.

Steam, Diesel and Electric Locomotives

392. { Shri Rama Chandra Mallick:
Shri P. C. Borooah:

Will the Minister of Railways be pleased to state:

(a) the production of steam, diesel and electric locomotives during the first three years of the Third Plan and how far the Plan targets are likely to be achieved by the end of the current plan period; and

(b) what are the proposed targets in this regard for the Fourth Five Year Plan?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) During the first three years of the 3rd Plan, 703 steam, 4 diesel and 23 electric locomotives have been produced. The Plan targets of production are likely to be achieved.

(b) Targets in this regard for the 4th Five Year Plan are under consideration and will be finalised after the national plan has been drawn up.

Woolen Industry

393. Shri J. B. S. Sast: Will the Minister of Commerce be pleased to state:

(a) the quantum of foreign exchange requirement for imported wool and the amount of foreign exchange made available to it in 1963 and 1964 respectively;

(b) whether the woollen industry has made any representation to Government that as a result of drastic cut in import licences, the industry has been forced to impose a severe cut in production; and